

## SECTION 4: TRANSPORTATION

### Roadway Network

The City of Gary recognizes that improving and establishing effective and efficient multiple modes of transportation is essential for its economic growth and development.

Roadway classifications and traffic counts within the City of Gary are shown in Figures 4.1 through 4.3.

**Table 4.1: Functional Classification of Roadways**

Classification	Description
Principal Arterial Roadway	Roadway facility that provides the highest traffic volumes and the greatest trip lengths; provides access to major centers of activity.
<i>Freeway</i>	Includes interstate highways; characterized by full control of access, high design speeds, and high level of driver comfort and safety.
<i>Other Principal Arterial/Expressway</i>	Two- or four-lane facility with or without a median and desirably having partial control of access. (If the facility is a divided highway, it is an expressway.)
Minor Arterial Roadway	Roadway facility that interconnects with the principal arterial system. Provides lower travel speeds, shorter trip lengths, lower traffic volumes, and more access to property than principal arterials.
Collector Street	Roadways that provide intermediate links between the arterial system and points of origin and destination. Collector streets have lower traffic volumes and speeds than the arterial system and have an approximately even distribution of access and mobility.
Local Street	Roadways that comprise the highest length of roadway in an urbanized area; characterized by a high level of direct access to adjacent properties, by low mobility, and by discouraged through-traffic movement.

Source: Indiana Department of Transportation (INDOT) Design Manual, City of Gary and Northwestern Indiana Regional Planning Commission (NIRPC)

### **Principal Arterial Roadways in Gary**

#### **Freeways – I-90 (Indiana Toll Road) and I-65**

I-90 (Indiana Toll Road) runs east-west across northern Gary and has four interchanges within the City:

- Exit 10 with Gary Road near the Gary/Chicago International Airport
- Exit 13 with Buchanan Street
- Exit 15 with Broadway
- Exit 17 with U.S. 12/20, I-65 and 15<sup>th</sup> Avenue

Exits 13 and 17 have toll plazas. The Indiana Toll Road is currently leased to Statewide Mobility Partners by the State of Indiana from 2006 to 2056. Statewide Mobility Partners is a company jointly owned by investors in Australia and Spain.

Just to the east of Gary, Exit 21 consists of an intricate interchange between the Indiana Toll Road, I-80/I-94/U.S. 6 (Borman Expressway), and S.R. 51. Within this interchange area, I-80 changes routes to the east from the Borman Expressway to the Indiana Toll Road and U.S. 6 follows S.R. 51 to the south.

I-65 runs north-south along the southeast side of Gary and has an interchange with Ridge Road in Hobart (which provides access to Gary), an interchange with the Borman Expressway within Gary city limits on the east side, and then a complicated interchange with the Indiana Toll Road and U.S. 12/20. I-65 terminates at this interchange.

#### **Expressways – S.R. 912 (Cline Avenue) and I-80/I-94/U.S. 6 (Borman Expressway)**

S.R. 912 (Cline Avenue) runs north-south along the west side of Gary and has interchanges with the Borman Expressway, 15<sup>th</sup> Avenue, U.S. 12/20, Gary Road, and Industrial Highway (formally U.S. 12). It has partial interchanges with frontage roads, providing access to S.R. 312 (Chicago Avenue) and Buffington Harbor Drive.

I-80/I-94/U.S. 6 (Borman Expressway) is classified as an expressway but was constructed to INDOT freeway design criteria. It is a major east-west thoroughfare and provides access to Gary at five interchanges within the city limits:

- Exit 5 with S.R. 912 (Cline Avenue)
- Exit 6 with Burr Street
- Exit 9 with Grant Street
- Exit 10 with S.R. 53 (Broadway)
- Exits 11 and 12 with I-65

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### **Other Principal Arterials – U.S. 12, U.S. 20, S.R. 53 (Broadway), Ridge Road, Grant Street, Lake Street & Clay Street**

U.S. 12 provides east-west access across northern Gary. It follows U.S. 20 entering Gary on the northwest side, splits from U.S. 20 at Bridge Street, and is one-way westbound through the City to just past the Stadium District at Vermont Street. The one-way section is named U.S. 12 (4<sup>th</sup> Avenue) and provides three travel lanes with left turn lanes at major intersections. Past the Stadium District near Vermont Street, it merges with U.S. 20 again. One mile past this merge, U.S. 12/U.S. 20 has an interchange involving I-65 and the Indiana Toll Road. Just before Clay Street it again diverges from U.S. 20 and is called U.S. 12 (E. Dunes Highway).

U.S. 20 also provides east-west access across northern Gary. It enters Gary on the northwest side with U.S. 12. At Bridge Street, it becomes a three-lane, one-way eastbound to complement U.S. 12 through the city. It is named U.S. 20 (5<sup>th</sup> Avenue) and provides left turns at major intersections. It merges with U.S. 12 past the Stadium District at Vermont Street for approximately two miles before splitting from U.S. 12 and is then named U.S. 20 (E. Melton Road).

Currently, U.S. 12 (4<sup>th</sup> Avenue) and U.S. 20 (5<sup>th</sup> Avenue) are one-ways in a section of the City. A 2004 proposal for changing the roadways to two-way streets in all areas of Gary, having Gary take over responsibility of the roadways from INDOT, and rerouting the truck traffic to the Indiana Toll Road was submitted to INDOT but the matter was never resolved. Changing the streets to two-way traffic would increase the opportunity for redevelopment along the roadways and the rerouting of truck traffic would improve the air quality and reduce the number of trucks within neighborhoods. One drawback could be a decrease in the truck traffic to local industry on these routes.

The multiple-one way streets will need to be reviewed for optimization of access during redevelopment initiatives in Downtown and near the Stadium. Many intersections along U.S. 12 (4<sup>th</sup> Avenue) and U.S. 20 (5<sup>th</sup> Avenue) have drainage issues that need to be addressed.

U.S. 12 from the Indiana Toll Road to the western City limit was in the process of being turned over to the City of Gary from INDOT. This transfer needs to be revisited as it could possibly provide Gary the opportunity for reconfiguration of the roadway to accommodate economic development near the Gary/Chicago International Airport. The re-routing of U.S. 12 will assist with the FAA (Federal Aviation Administration)-approved Master Plan for the airport expansion.

S.R. 53 (Broadway) runs north-south through the center of the City. It is located in the heart of the Stadium and Downtown districts. S.R. 53 (Broadway) provides two travel lanes in each direction with left turn lanes at major intersections.

Ridge Road provides east-west travel along southern Gary. It is in good condition and has two lanes in each direction with a two-way left turn lane provided from Chase Street to Grant Street.

Grant, Lake, and Clay Streets are north-south roadways. Grant provides travel through the center of the City and has an interchange with the Borman Expressway. In conjunction with INDOT, this roadway has recently been reconstructed with new sidewalks in the University Park

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area. Lake and Clay streets are both located in the northeast section of the City serving the Miller area.

### **Principal Arterial Jurisdictions**

The Indiana Toll Road, Borman Expressway, Cline Avenue and I-65 are included in the National Highway System (NHS). The NHS identifies highways that possess the greatest national importance to transportation, commerce, and defense in the United States, making these roadways eligible for Federal-aid projects. Other eligible roadways include any roads that are not classified as local roads or rural minor collectors. All the collector roadways in Gary are classified as urban major or minor collectors and are therefore eligible.

The Indiana Toll Road, U.S. 12, U.S. 20, Borman Expressway, Cline Avenue, S.R. 53, I-65, and S.R. 51 are also included in the National Truck Network which allows the passage of trucks of specified minimum dimensions and weight. For a semitrailer operating in a truck tractor-semitrailer combination, the length limitation is 48'-6". Lengths up to 53' are allowed without a permit by conforming to a kingpin-to-rear-most axle distance of 40'-6". Semitrailers that are consistent with 23 CFR 23.658.13(h) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46' or less. The maximum gross vehicle weight is 80,000 pounds.

INDOT identifies U.S. 20 and S.R. 912 (Cline Avenue) from 15<sup>th</sup> Avenue north through Gary as Indiana Extra Heavy Duty Highways. These highways were designed to carry heavy loads to allow steel manufacturers located along the southern end of Lake Michigan to ship double coils of steel into Michigan auto markets. The maximum gross vehicle weight is 134,200 pounds.

With the high number of roadways on the National Truck Network, the existence of sufficient interchanges providing access to the City, and the existence of Extra Heavy Duty Highways, Gary has a significant roadway network for industrial development.

All principal arterials in Gary that are freeways, expressways, U.S., and S.R., except I-90 (the Indiana Toll Road), fall under the jurisdiction of INDOT. INDOT owns and maintains these roadways.

Due to the high amount of traffic within the region's road networks, current travel times and roadway conditions are available for the principal arterial roadways from the Gary-Chicago-Milwaukee Corridor (GCM) Transportation website. The INDOT Borman Traffic Management Center is located in Gary and communicates roadway incidents and traffic conditions to GCM through INDOT's Hoosier Helpers roadside assistance program.

### **Minor Arterial Roadways in Gary**

S.R. 312 (Chicago Avenue) is located in the northwest corner of Gary and is less than one mile in length. It provides access from Industrial Highway (formally U.S. 12) west to S.R. 912 (Cline Avenue) leading into the City of East Chicago. INDOT owns and maintains this roadway.

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Industrial Highway (formally U.S. 12) is a diagonal roadway in northwest Gary. It provides access to East Chicago and to U.S. 12 (4<sup>th</sup> Avenue) in Gary and is owned and maintained by INDOT.

S.R. 51 (Ripley Street) is located on the northeast side of the city for only a quarter of a mile. It provides access from U.S. 20 to the Borman Expressway and the Indiana Toll Road just south of the City limits. INDOT owns and maintains this roadway.

Other minor arterial roadways in Gary include Buchanan Street north of U.S. 12 (4<sup>th</sup> Avenue), 15<sup>th</sup> Avenue, Central Avenue, Georgia Street, and Burr Street.

Traffic on the minor arterials averages under 10,000 vehicles per day (vpd) except for Burr Street at the Borman Expressway interchange where traffic is approximately 29,000 vpd.

### **Collector Routes in Gary**

Collector routes in Gary include Colfax Street, Clark Road, Harrison Street, 35<sup>th</sup> Avenue, Georgia Street, Martin Luther King Drive, Tennessee Street, Miller Avenue, 25<sup>th</sup> Avenue, Grand Boulevard, County Line Road, and Old Hobart Road. These roadways carry under 5,000 vpd.

### **Local Streets in Gary**

There are many local streets within Gary. The majority of the local street network provides sufficient wide streets with convenient on-street parking. Many local roadways dead end at one of the numerous rail lines traversing the City and many are one way streets which may need to be changed to two way streets in some areas to promote economic growth and development.

### **Street Information**

The City does not conduct road condition ratings or traffic counts for its streets. Implementation of a yearly roadway condition rating, collection of traffic counts, and review of accident reports would be an asset to the City in prioritizing needed roadway improvements. The Board of Public Works meets yearly to approve an Infrastructure Improvement Plan and street improvements are on this list.

The 2000 City Wide Traffic Study prepared for the Gary Board of Works and Safety presents recommendations for signalized intersections in Gary to improve traffic movements and flow patterns in the City. Existing signal equipment was inventoried, intersection traffic volumes were collected, and accident reports were examined. The intersections were then examined for compliance with the Federal and State Manual of Uniform Traffic Control Devices (MUTCD) and a traffic signal warrant analysis was performed on each signalized intersection as outlined in the MUTCD.

The results of this report recommended:

- The installation of a Hybrid Continuous Monitoring system which ties all signalized intersections to a central computer equipped with operated interface

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for system monitoring and control. All signals should be upgraded to allow for traffic responsive control, emergency vehicle preemption, backup capability, special treatment for buses, pedestrian push buttons, and closed circuit surveillance;

- Roadway and signal improvements to Grant Street and Ridge Road to reduce accident rates;
- The removal of traffic signals at 43 intersections and the removal of a flasher at one intersection.

The Traffic Control Department of Gary has taken steps to implement the recommendations of this report. All intersections with high accident rates on Grant Street and Ridge Road have been improved and 11 traffic signals were removed. Continued implementation of the report recommendations will result in improved traffic flow and air quality in Gary.

There are gateway signs located at the major entrances to Gary and the City is well represented on interstate exit signs. Local street signs need to be reviewed and replaced where needed.

### **Focus Areas**

The street network in the University Park area is in good condition with the exception of Chase Street which is in very poor condition. The pavement has failed and there are no pavement markings. Total reconstruction of this roadway is recommended. Additional roadway access to the area between Chase Street and Grant Street north of 35<sup>th</sup> Avenue will be required if development is to occur there.

Access to the Miller area including Marquette Park is a concern. The area has only three roadways connecting it to Gary: Lake Street, Grand Boulevard via Old Hobart Road, and County Line Road. All three of these roadways have at-grade intersections with rail lines. There are two very active rail lines – the South Shore passenger rail and the B&O – running east-west through this area, causing traffic congestion. If the Canadian National Railroad (CN) develops the City's Kirk Yard into an international rail hub located on the EJ&E rail line, train traffic will increase significantly. Changing some of the at-grade rail crossings to overpasses will be needed to ensure access to the Miller area.

The Downtown and Stadium District street network is in fair to good condition. There are numerous one-way streets that may need to be changed to two-way in some locations to enhance economic development.

The Westside Development District has good roadway access. The interchange with Cline Avenue is in poor condition and 9<sup>th</sup> Avenue, 15<sup>th</sup> Avenue, and Chase Street will require reconstruction in some locations.

Public access to the Lakefront Reclamation exists as Buffington Harbor Drive. Its interchange with Cline Avenue will need to be modified to provide better access for northbound Cline Avenue to the Lakefront. Other access points to this area will be needed for redevelopment.

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### **Planned Projects**

The Northern Indiana Regional Planning Commission (NIRPC) 2008-2011 Transportation Improvement Program includes:

#### **Local Highway Projects**

- Ridge Road preservation from Broadway to Mississippi Street; this project is currently in the design phase
- 35<sup>th</sup> Avenue intersection improvements from Grant Street to Martin Luther King Drive
- Broadway and Ridge Road intersection improvement
- A new four-lane access road from U.S. 12/20 to Lake Michigan and the Gary Marina area
- Grant Street reconstruction from 8<sup>th</sup> Avenue to 10<sup>th</sup> Avenue
- Installation of new signals and interconnect system in vicinity of 15<sup>th</sup> Avenue and Martin Luther King Drive
- 15<sup>th</sup> Avenue intersection improvements from Burr Street to Broadway
- 25<sup>th</sup> Avenue intersection improvements from Burr Street to Harrison Street

#### **INDOT Highway Projects**

- U.S. 12 road reconstruction from 3.6 miles west of I-65 to 0.84 miles east of I-65
- I-65 interchange modification with I-80/I-94/U.S. 6
- S.R. 912 bridge rehabilitation over Gary Avenue
- U.S. 20 preventative maintenance overlay from S.R. 912 to Bridge Street
- U.S. 12 functional overlay from U.S. 20 to Burns Ditch in Portage
- U.S. 12 at Broadway; sewer/curb/gutter

The NIRPC Connections 2030 Plan calls for added travel lanes, northbound and southbound, on S.R. 912 (Cline Avenue) from I-80/I-94 to U.S. 12. This will require more right-of-way to be purchased by INDOT and a possible reconfiguration of interchange.

### **Opportunities & Constraints**

Currently, U.S. 12 (4<sup>th</sup> Avenue) and U.S. 20 (5<sup>th</sup> Avenue) are one-way streets in a section of the City. A 2004 proposal for changing the roadways to two-way streets in all areas of Gary, having Gary take over responsibility of the roadways from INDOT, and rerouting truck traffic to the



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Indiana Toll Road was submitted to INDOT but the matter was never resolved. Changing the streets to two-way traffic would increase the opportunity for redevelopment along the roadways and rerouting of truck traffic would improve air quality and neighborhood conditions. Decreasing truck traffic may affect local industry.

The multiple one-way streets will need to be reviewed for optimization of access during the redevelopment of Downtown and the Stadium District. Many intersections along U.S. 12 (4<sup>th</sup> Avenue) and U.S. 20 (5<sup>th</sup> Avenue) have drainage issues that need to be addressed.

U.S. 12 from the Indiana Toll Road to the western City limit was in the process of being turned over to the City from INDOT. This transfer needs to be revisited as it will provide Gary the opportunity for reconfiguration of the roadway to accommodate economic development in the area due to the Gary/Chicago International Airport area. The re-routing of U.S. 12 will assist with the FAA (Federal Aviation Administration)-approved Master Plan for the airport expansion.

The street network in the University Park area is in good condition with the exception of Chase Street which is in very poor condition. Total reconstruction of this roadway is recommended.

Access to the Miller area including Marquette Park is a concern. The area has only three roadways connecting it to Gary which have at-grade intersections with rail lines. There are two very active rail lines – the South Shore passenger rail and the B&O – running east-west through this area, causing traffic congestion. Changing some at-grade rail crossings to overpasses will be needed to ensure access to the Miller area.

The Downtown and Stadium Districts street network is in fair to good condition. There are numerous one-way streets that may need to be changed to two-way in some locations to enhance economic development.

The Westside Development District has good roadway access. The interchange with Cline Avenue is in poor condition. 9<sup>th</sup> Avenue, 15<sup>th</sup> Avenue and Chase Street will require reconstruction in areas.

Access to the Lakefront exists as Buffington Harbor Drive and its interchange with Cline Avenue will need to be modified to provide better access from northbound Cline Avenue. Other access points to this area will be needed for redevelopment.



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### Bus Service

The Gary Public Transportation Corporation (GPTC), located at 100 West 4th Avenue and 2101 West 35th Avenue, provides bus service within Gary and to parts of Crown Point, East Chicago, Hammond, Hobart, and Merrillville. There are ten local routes, three express routes which provide travel to other communities, and one shuttle route (for the Woodlake Village apartments on 5th Avenue). These routes are shown in Figure 4.2 and listed below:

#### Local Routes:

- Route 1; Tiberian Trails
- Route 2; 45<sup>th</sup> and Johnson
- Route 6; Marshalltown/Tarrytown/Crosstown
- Route 7; 9<sup>th</sup> and Colfax
- Route 11; 5<sup>th</sup> and Colfax
- Route 13; Oak and County Line
- Route 15; King Drive to West 6<sup>th</sup> Hospital
- Route 16; Colonial Gardens via 45th
- Route 16; Colonial Gardens via 53rd
- Route 19; West 6<sup>th</sup> Hospital to King Drive

#### Express Routes:

- Route 12; Tri-City Connection Via Casinos
- Route 17; South Broadway Express
- Route 20; U.S. 30/Lincoln Highway

Bus service is available Monday through Saturday from 4:50 a.m. to 11 p.m. The bus service does not operate on Sundays and major holidays (New Years Day, Memorial Day, 4<sup>th</sup> of July, Labor Day, Thanksgiving, and Christmas). An on-call paratransit service is also provided during regular hours of operation. There are designated bus stops along all routes but almost every corner along each route can be a bus stop if patrons “flap stop” the bus by waving at the driver.

Fares for the bus service are \$1.25 for adults on local routes and \$2 for express routes. Children five and under are free. Monthly bus passes can be purchased for the express routes.

GPTC also owns and operates one trolley. On game days, the trolley offers free service from the parking lot to the front gate at the U.S. Steel Yard where the South Shore RailCats minor league baseball team resides. Otherwise it is used where needed on local bus routes.

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The bus routes provide adequate service for the City with the exception of the neighborhoods south of the Borman Expressway.

Possible future plans for the trolley service is to expand to the Miller Area to complement a Navy Pier-like development.

GPTC is working with the NIRPC Regional Bus Authority to develop plans to provide seamless transit throughout northwest Indiana. Currently the surrounding communities do not have coordinated bus schedules and riders can experience long wait times at some bus stops.

### Opportunities & Constraints

GPTC is working with the NIRPC to develop plans to provide seamless transit throughout northwest Indiana. As lakefront amenities increase there is potential to add trolley service.

## Rail Service

### Passenger

The Northern Indiana Commuter Transportation District (NICTD) owns and operates the South Shore Line which provides passenger rail service between Chicago and South Bend, Indiana. See Figure 4.3 for a map of the route and stations. Gary residents can board the train at three locations within the City: a flag stop station located 1 mile from the Gary/Chicago International Airport on Clark Road near 2<sup>nd</sup> Avenue, a station at the Gary Metro Center serving Downtown Gary, and a station on Lake Street serving the Miller area. NICTD ridership has recently increased 3% per month and has in excess of 4 million riders/year. See Table 4.2 for 2006 average weekday ridership distribution.

**Figure 4.3: NICTD South Shore Line**



Source: NICTD

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**Table 4.2: NICTD 2006 Average Weekday Ridership Distribution**

Station	Inbound	Outbound	Total	%age
South Bend	172	163	335	2.4%
Hudson Lake	5	9	14	0.1%
Carroll Ave. MC	181	208	389	2.8%
11 St. MC	122	108	230	1.6%
Beverly Shores	57	36	93	0.7%
Dune Park	482	516	998	7.1%
Portage/Ogden Dunes	216	247	463	3.3%
*Miller	504	459	963	6.9%
*Gary Metro	614	637	1,251	8.9%
*Gary/Chicago Airport	143	151	294	2.1%
East Chicago	1,823	1,785	3,608	25.7%
Hammond	1,261	1,179	2,440	17.4%
Hegewisch	1,429	1,529	2,958	21.1%
<b>TOTAL</b>	<b>7,009</b>	<b>7,027</b>	<b>14,036</b>	<b>100.0%</b>

Source: Gary Public Transportation Corporation

\* Station located in Gary, IN

NITCD is constantly evaluating and improving the South Shore Line. Future improvements outlined in the NIRPC Connections 2030 Regional Transportation Plan that would affect the transportation network in Gary include a new signal and control system, an electric power transmission system upgrade, and maintenance projects from the Kensington (115<sup>th</sup> Street) station in Chicago to the South Bend Airport station.

Amtrak has a passenger service on several shared rail lines with the CSX Railroad. There is no station in Gary as passengers must board in Chicago's Union Station.

A high speed passenger rail system is being advocated in the Midwest by the Midwest Regional Rail Initiative (of which INDOT is a member), the Midwest High Speed Rail Coalition, and the Indiana High Speed Rail Association. The proposed layout, shown in Figure 5.3, includes a multi-modal air/rail terminal at the Gary/Chicago International Airport. This terminal would provide service to Chicago, Detroit, Cleveland, and Cincinnati along three routes closely following existing rail lines. The multiple rail lines along the lakeshore heading northwest from the Gary/Chicago International Airport will be utilized for the Chicago route, the Norfolk Southern Gary Branch (Sugar Track) to the CSX Porter Branch lines will be followed for the

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route terminating in Detroit, and the CSX Fort Wayne line will be used for the route terminating in Cleveland and Cincinnati.

**Figure 4.3: Proposed Midwest Regional Rail System**



Source: Indiana Department of Transportation (INDOT)

### **Freight**

Due to the industrial history of northwest Indiana, there are numerous rail lines traversing Gary along with many rail yards located primarily along the Lakeshore. See Figure 4.1 for a map of the railroads in Indiana.

The Norfolk Southern railroad has a trunk line through Gary, along the Lakeshore, that has in excess of 50 trains a day. Norfolk Southern Railway has another trunk line running diagonally down from the northwest through Gary that carries between 31 and 40 trains daily.

CSX Transportation has a railroad trunk line through Gary which carries over 50 trains per day and has several other lines which carry less than 20 trains per day.

Other rail lines existing in Gary are Canadian National (formerly EJ&E), Indiana Harbor Belt, and the Chicago, Ft. Wayne & Eastern Railroad.

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The Canadian National and CSX are both elevated north of I-90 (Indiana Toll Road) at Broadway and the NITCD South Shore Line is elevated south of I-90 at Broadway.

In an effort to decrease the numerous at-grade crossings with railroads, the City of Gary street network was developed with many streets dead ending before rail lines. This is especially evident in the Stadium and Downtown Districts.

There are multiple at-grade railroad crossings in Gary. At one time, the Four Cities Consortium (a collaboration between East Chicago, Gary, Hammond, and Whiting) had proposed a plan to alleviate traffic congestion caused by these crossings by rerouting rail lines, but the \$3.5 million federal funding approved for this project in 2004 was revoked because it was not used within the allotted time frame. With the loss of this project, the railroad crossing issues in Gary need to be readdressed. Options for installing overpasses and underpasses or leaving crossings at-grade will need further studies by Gary to determine which provide the best traffic circulation.

Canadian National recently purchased the EJ&E railroad with plans to develop the EJ&E Kirk Yard into an international rail hub. Kirk Yard borders US Steel north of the Indiana Toll Road from west of Mile Post 13 extending to Clark Road. A large increase in rail traffic is expected with this development. This increase in rail traffic will cause increased roadway congestion due to the high number of at-grade rail crossings. Further study – regarding converting some of the intersections to overpasses – is needed, as noted above.

### **Opportunities & Constraints**

Amtrak has a passenger service on several shared rail lines with the CSX Railroad. There is no station in Gary so passengers must board in Chicago's Union Station.

To decrease the numerous at-grade crossings with railroads, the City's street network was developed with many streets dead ending before rail lines. A plan to alleviate traffic congestion caused by these crossings was not implemented. Options of installing overpasses and underpasses or leaving streets and roads at-grade will need further studies.

Canadian National plans to develop the Kirk Yard into an international rail hub. The expected, large increase in rail traffic will cause increased roadway congestion due to the high number of at-grade rail crossings.

### **Water Transit**

Gary's northern border is the southern edge of Lake Michigan. The Lakeshore hosts a wide variety of uses, including U.S. Steel, a canal servicing the steel mills, and Buffington Harbor. The harbor provides the City with access to boating and gaming at two casino boats. The Harbor has a private breakwater with a lighthouse that could possibly be used as a tourist destination and also has restaurants and hotels which support the casinos. The region has a plan for a residential, retail, and recreational complex on the site of the old cement company property which is now owned by the City.

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East of the U.S. Steel land is Indiana Dunes National Lakeshore (owned by the U.S. National Park Service), Marquette Park, and Miller Beach.

In addition to increased commercial and residential use and open space along the Lakefront, water transit could be considered to link Gary to other lakeside attractions in Chicago, cities surrounding Gary, and in Michigan.

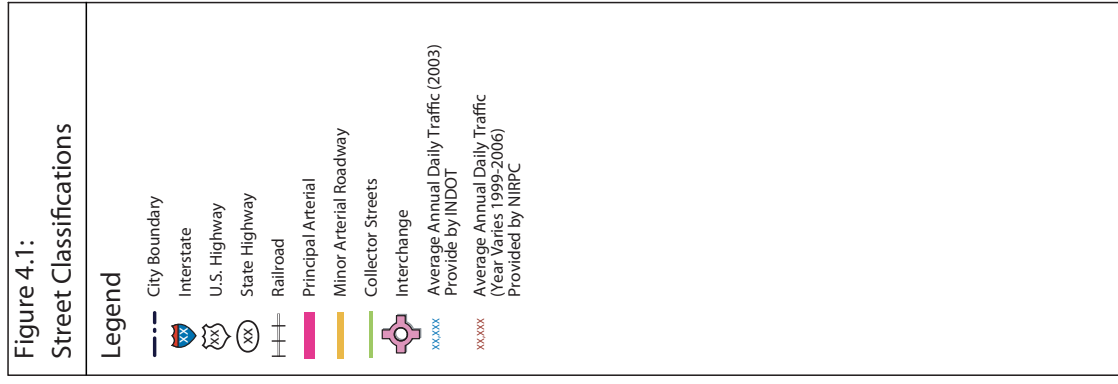
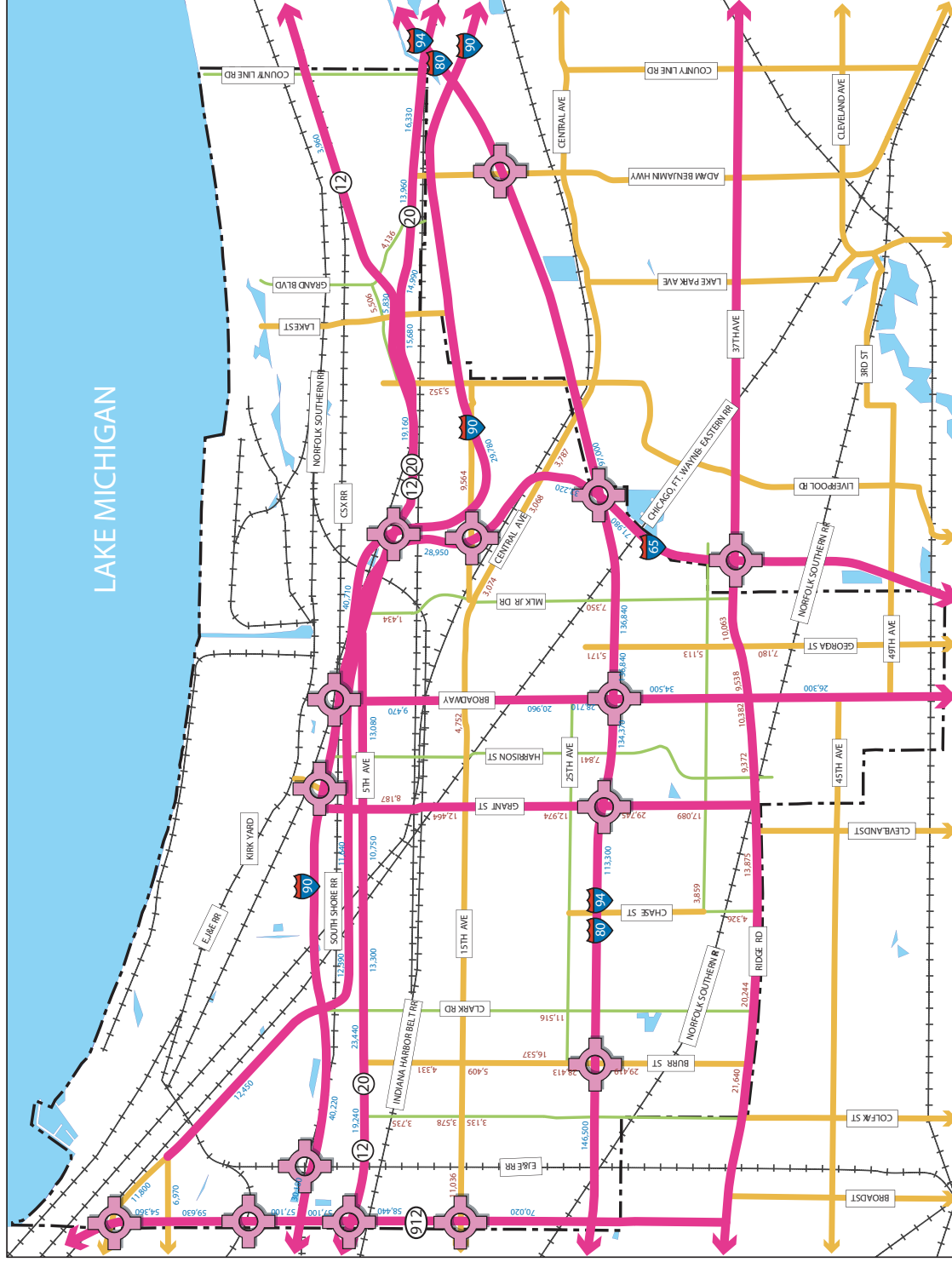
### **Air Transit**

The Gary/Chicago International Airport is located in northwest Gary at 6001 West Industrial Highway and is often referred to as Chicago's 3<sup>rd</sup> airport after Midway and O'Hare International. The airport is easily accessible by northern Indiana residents and visitors. Most traffic uses state routes to access the airport. Although there are no passenger flights currently operating out of the airport, there are expectations of one starting operation in the near future.

There is a planned, federally funded \$59 million improvement project approved for the Gary-Chicago airport which includes a passenger terminal expansion and major runway extension to the northwest. The CN/EJ&E railroad will be relocated to the west to accommodate the runway expansion. There is no expected increase of traffic on local roads due to this project but there will be an opportunity for economic development in the area surrounding the airport to support the increase in businesses operating out of the airport as a result of the expansion project.

The Indiana National Guard is constructing a new armory at the airport and will base their Chicago area air operations there.





City of Gary, Indiana  
**Gary Comprehensive Plan**  
 Figure 4.1: Street Classifications



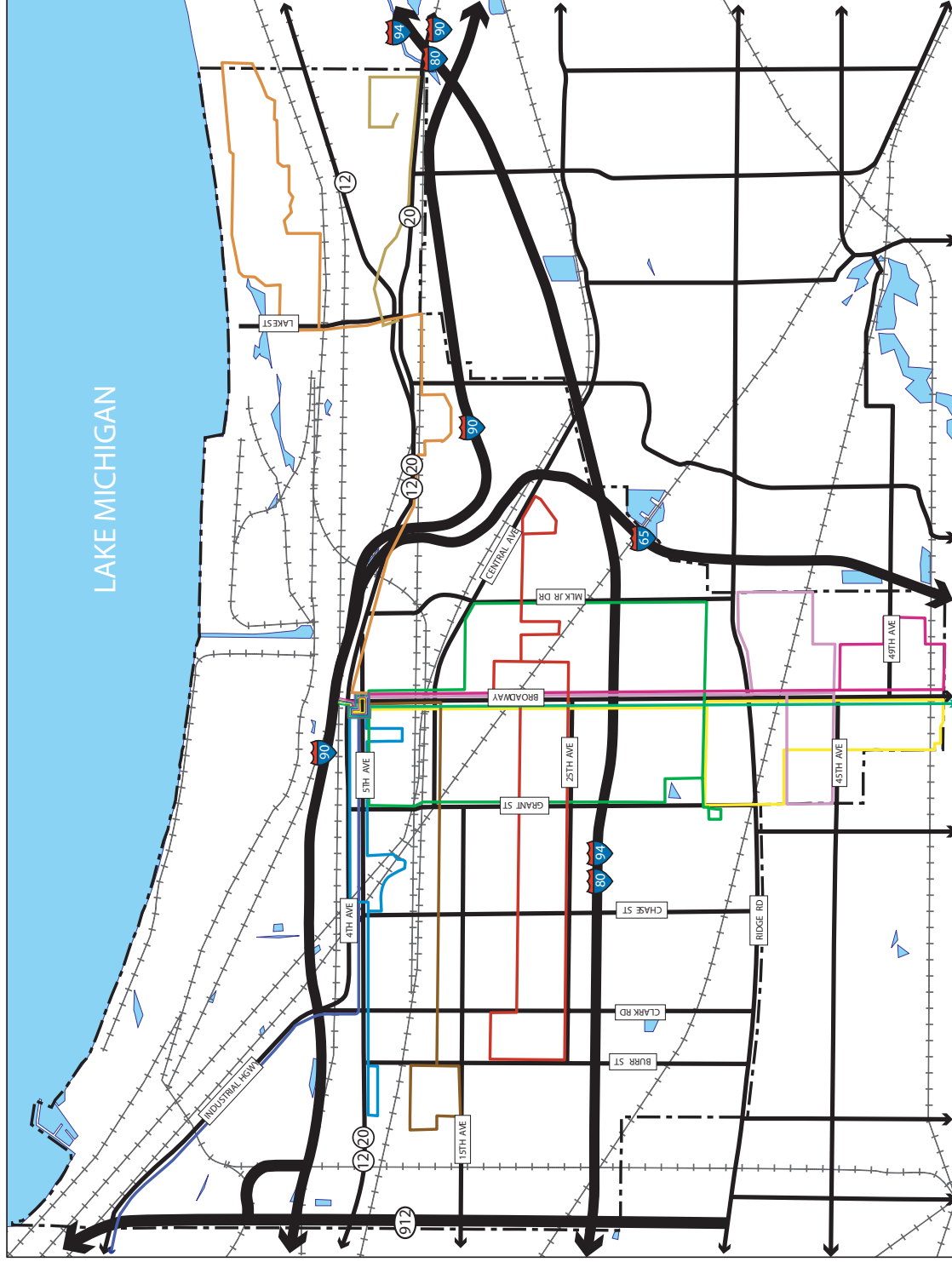


Figure 4.2: Bus Routes

### Legend

- City Boundary
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Expressway
- Major Road

### Bus Routes

- Route 1
- Route 2
- Route 6
- Route 7
- Route 11
- Route 12
- Route 13
- Route 15
- Route 16
- Route 17
- Route 19
- Woodlake Village Shuttle